(b) The waterways identified by the NTPC in 1980 for consideration for declaration as National Waterways are The Ganga-Bhagirathi-Hooghly; The Brahmaputra,; The Narmada; The Tapti; The West Coast Canal in Kerala; The Godavari; The Krishna; The Mandovi & Zuari river and the Cumberjua Canal in Goa; The Mahanadi and The Sunderbans

(c) Yes, Sir.

(d) Out of the bove waterways identified by the NTPC for consideration for declaration as National Waterways, the following 3 have been declared as National Wataerways after conducting techno-economic feasibility studies;

(1) The Ganga-Bhagirathi-Hooghly river system from Haldia to Allahabad (1620 kms) as National Waterways No. 1.

(2) The Brahmaputra from Dhubri to Sadiya (891 kms) as National Wateways No. 2.

(3) The West Coast Canal from Kollam to Kottapuram (168 kms.) and Champakara Canal (14 kms) and Udyogmandal Canal (23 kms) as National Waterway No. 3.

Out of the remaining waterways, techno-economic feasibility studies have been undertaken in the Godavari; Krishna; Bramhani (Mahanadi); Sunderbans and Narmada.

Further, it is proposed to undertake a Techno-economic Feasibility study in Mandovi, Zuari rivers and Cumberjua canal in Goa. With regard to Tapti, navigation in this river is limited in tidal reach between Surat and Sea (25 kms.) Since the length is less than 50 kms. as prescribed by the NTPC (1980), it does not qualify for National Waterways.

Proposals for revival of HDPEL

5614. SHRI DIPANKAR MUKHERJEE:
SHRI NILOTPAL BASU:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the proposal for revival of HDPEL, which was under examination of Government, has been shelved or rejected, stating the reasons for the same; and

(b) the number of revival proposals recommended by different expert committees|consultants, which have not been accepted by Government so far, since nationalisation of HDPEL?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Hooghly Dock & Port Engineers Ltd. was nationalised on 28.6.1984. Since then 4 Committees|Consultants had recommended different investment combinations for modernisation and revival of HDPEL. For various reasons including the required rate of internal return (IRR), availability of funds etc., different combinations proposed by the Committees|Consultants were not fully accepted by the Government. The Government has, however, approved some of the schemes recommended by the said Committees/Consultants. Besides, Govt. has also spent on HDPEL till 31.3.95, a sum of Rs. 49.23 crores including a sum of Rs. 15.56 crores exclusively for renewals and replacements of production facilities.

Response of Private Entrepreneurs to BOT scheme

5615. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what has been the response of the private entrepreneurs to Build,